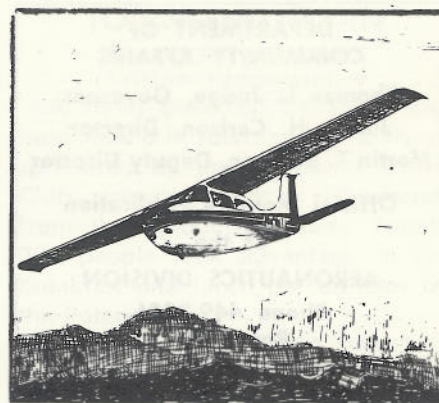




Kenneth Wendland, Billings, receiving the FAA Aviation Mechanic Safety Award from Governor Thomas L. Judge. Present also were Lester Severance, Chief, Helena FAA GADO #1 on the left, and Richard O'Brien, Chairman, Montana Aeronautics Board.



MONTANA DIVISION OF AERONAUTICS

Vol. 27 — No. 6

MONTANA AND THE SKY

June, 1976



FUTURE PILOT?

Tim Laib is a 6th grader in Lincoln School here in Helena. His teacher is Mrs. Wallace.

What makes Tim unique is that in a career awareness period in school, Tim who wants to be a professional pilot, was invited by the Aeronautics Division to spend the school day as a guest of the Division, in recognition of career day.

Tim was given a comprehensive tour of the airport, its facilities and functions, also an explanation of what we are all about.

Tim terminated his day with a short ride in our Cessna 172, taking many pictures.

It is our sincere hope in the fall to invite many young people during the school year in conjunction with career education, to spend a day with us.

Tim got an A on his career project notebook.

LIVINGSTON RODEO FLY-IN

We have been advised by Sharon Matovich (phone 222-0932) that there will be a Rodeo and Fly-In at Livingston, Montana on July 3. Entertainment will include a static display by the Air National Guard, air games with trophies and cash prizes, prizes to the oldest pilot, the oldest pilot license holder, the pilot who traveled farthest, and the youngest pilot. Michel's Flying Service will donate a free gas drawing worth \$10.00, and two cent a pound rides will be offered over the city all day. The local 4-H club will serve from 11:00 a.m. at a reasonable price.



John Serquina, president of Helena hangar, entertaining at Double Arrow Fly-In.



Hayride at the Double Arrow Fly-In enjoyed by MPA members.



GLASGOW FLY-IN

Word has been received that the Valley Hangar, MPA, Glasgow, is planning a fun weekend August 6-8. Art Scholl will entertain Saturday night during a happy hour, and will offer further entertainment on Sunday. Beside skydivers and fly-by's, entertainment will be offered by Al Pietsch, Al Newby and Ron Litton.

For further information contact hangar president Anita Poling, P.O. Box 668, Glasgow, Montana 59230.

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Judith H. Carlson, Director
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**Official Monthly Publication
of the**

AERONAUTICS DIVISION

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Helena, Montana 59601

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Edited by: **Bernice M. Peacock**



*Administrator's
Column*



The Aeronautics Board met May 19. An eight man delegation from West Yellowstone presented a 109-name petition favoring year round operation of Yellowstone Airport. The board explained that Aeronautics is willing to manage this airport on a year round basis, however, there is no funding available for such an undertaking. Congressman Baucus is looking into the possibilities of procuring federal funds for this project. In addition the board discussed the possibilities of financially participating with West Yellowstone on a visitor-use feasibility study. However, no decision was made regarding this matter and it will be discussed at the subsequent meeting in West Yellowstone July 16 when more facts are available.

I attended the Montana Pilots Association Fly-In at Seeley Lake the 4th, 5th and 6th of June. Many fun and interesting activities were enjoyed by all. The ranch is located about three miles southwest of the Seeley Lake Airstrip and everyone was given a tour of the ranch, enjoyed horseback riding, hayrides, horseshoe pitching, volley ball, badminton, fishing, singing and square dancing, not to mention the great food and lodging facilities. I would like to thank our hosts, Jeff and

Sara Macon and John and Paula Trippe. Photos of this fly-in may be found elsewhere in this publication

* * * * *

Due to adverse weather conditions it was Sunday afternoon before I arrived at the Townsend Fly-In. Most of the activities were over by this time, however, Jerry Burrows of our office was present to enjoy the morning pancake breakfast and activities which included aerobatic flying by Al Newby and skydiving.

* * * * *

I attended the Great Falls Chamber of Commerce Aviation Committee noon luncheon on May 25 and talked about the recently completed Old West Region Commuter Air Service Feasibility Study. I had invited Ritchie Secor, consultant for T.A.P., Inc. of Bozeman, to attend this meeting with me. Ritch gave a briefing on a feasibility study their firm recently completed for the Aeronautics Division regarding Montana to Europe scheduled air service. This study was of great interest to the Great Falls Chamber of Commerce because Great Falls was chosen as the most logical airport in the Rocky Mountain Region to be the origin point. Ritch presented an indepth briefing regarding this study to the Aeronautics Board on the 19th. The Board approved the study and felt that interested communities and organizations should use this study as a valuable tool to stimulate airline interest. The study revealed the fact that there is a market potential of two to three scheduled non-stop flights to Europe from Great Falls weekly.

* * * * *

Ken Wendland was presented the FAA Mechanic of the Year Award and the plaque was presented to him May 4 by Governor Judge and Lester Severance, Chief, FAA General Aviation District Office, Helena. As mentioned in the previous issue of this publication, Ken also received a \$100 cash award from the Aeronautics Division, and a \$100 award from the Montana Pilots Association, which were presented to him at the MPA Convention in Havre May 1.

* * * * *



MPA members enjoying breakfast at Double Arrow Fly-In.



Milt Small, past president of MPA and Mitzi Eades, present MPA Secretary hamming it up to John's music.

I received a nice letter from Vivienne Schrank, the unicom operator at Jordan, who I am sure everyone knows, and if you don't, it only means you have not been flying in Montana very long. Vivienne brought out a good point which is a common complaint among many of our unicom operators, which is—**PLEASE, PILOTS**—speak slowly and clearly into your mike. Vivienne is not only a valuable link in our air communications system, but she is also a very experienced pilot in her own right, so I know her request is well justified.

* * * * *

Our Air Transportation Bureau flew 107 hours this past month and we chartered with fixed base operators a total of 91 hours.

* * * * *

In closing, I would again like to extend an invitation for you to stop by our office when in Helena and visit with our staff and me. We have installed some new tie-downs in front of our building to accommodate visitors and either of the Helena fixed base operators, Morrison Flying Service, or Capital Aero, would be most happy to refuel your airplane on our ramp.



Jeff Macon and John Trippe hosts at the Double Arrow Fly-In in the back-ground.



Jeff Macon, sales representative, explaining Double Arrow land development to MPA ladies.



Milt Small and Morris Rudio at Double Arrow Lodge.



C. B. Rich and wife Helen, former Double Arrow owners.



Jim and Barbara Tidyman stopped in Helena on way to Double Arrow Fly-In with their new Duke.



Townsend unicom team: Robyn Gesey, Jacob Thoe and Alan Lundborg.

TOWNSEND FLY-IN

By: JERRY BURROWS
Aviation Representative

A fly-in breakfast/air show was held June 6 in Townsend. The fly-in, sponsored by the Townsend Rotary Club, attracted at least 20 aircraft from throughout the state. Nearly 300 people took advantage of the breakfast and lunch put on later by the Rotary Club.

Al Newby, with Flight Line, Inc., Belgrade, gave a demonstration of his aerobatic skills, utilizing a Great Lakes Trainer. Later the Montana State Skydivers, including Tim Cashin, Mark Hitch, Phil Hall and Steve Buck, gave an example of their precision skydiving abilities by landing on a pre-determined spot directly in front of the crowd. Ron Buckles, also a skydiver, piloted the club's Cessna 172. The Helena Jumping Jacks also jumped later.

Although it was a nice day, the wind did pick up in the afternoon, causing the glider rides to be canceled along with the remote control aircraft demonstrations.

All in all, it was a pleasant, balmy day for everyone.

The Thoe family was involved in all aspects of the fly-in. Father Leonard Thoe coordinated the affair with the Rotary Club, son George Thoe handled the PA system, keeping the crowd informed of the various features of the airshow, skydivers and airplane rides, and son Jacob Thoe handled the unicom.



Left to right—Ted Ingersol, Leonard and George Thoe, sponsors of the Townsend Fly-In.

HARLOWTON H-MARKER

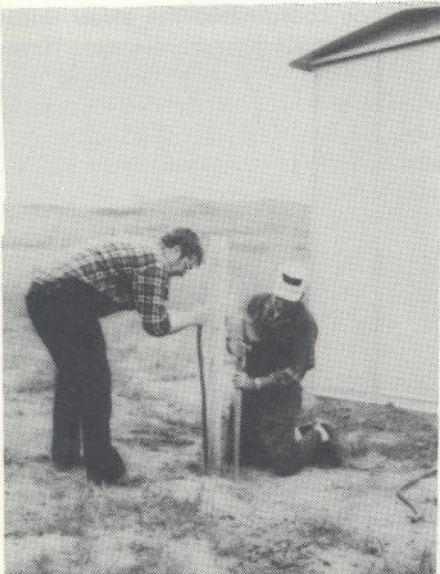
Ken Elliott, Harlowton Airport Manager; Frank Fleisner, Aeronautics Technician and Jerry Burrows, Aviation Representative, installed the antenna for the Harlowton non-directional radio beacon on June 7.

The facility is ready to go on the air as soon as commercial power is made available. It is anticipated this will be soon.

The VFR facility will operate on a frequency of 242 Khz with an identifier "HWQ" utilizing a solid state transmitter with a rated power of 80 watts.

Harlowton has a new paved runway medium intensity lighting system, visual approach slope indicator (VASI), lighted windsock standard and a new rotating beacon. Unfortunately the rotating beacon suffered fatal gunshot wounds but should be back in service in the near future. The runway lighting system is activated by five clicks of your microphone, operating on a frequency of 122.8 Mhz, and will remain on for 15 minutes.

More information on the H-Marker will be given as soon as it is on the air.



Jerry Burrows, Aviation Representative of Montana Aeronautics Division and Ken Elliott, Harlowton Airport Manager, working on the antenna system for the Harlowton H. Marker.



Top photo: Duane Halvorson and some of his Jr. High Science students, Whitefish, as they gathered together May 19 at the Whitefish airstrip awaiting turns for educational flights in the Aeronautics 172 and Stockhill's 206, during a career awareness day held by the school. Bottom: Sam Griggs, left, and Larry Stockhill, Stockhill Aviation, Kalispell, waiting for the next group of young people. Griggs, Aviation Space Education Supervisor for Montana Aeronautics Division, used the Division's 172. He gave a technical talk on aviation along with a 30-minute film, on the subject which preceded the local area flights.



Marty Litvin, kneeling, lower right, poses in front of a Beechcraft Bonanza at the Hamilton Airport. Litvin is the science teacher at the Corvallis Jr. High School. His students were waiting their turn for orientation flights over the striking Hamilton valley.

HAMILTON CAREER AWARENESS DAY



By: **SAM GRIGGS**

Aviation & Space Education Supervisor

On Friday morning, May 21, Marty Litvin, science teacher at the Corvallis Jr. High School, gathered up his 64 8th graders in manageable clusters and—with the aid the Montana Aeronautics Division—provided them with the zenith of their school semester: "a flying experience."

Sam Griggs, Aviation-Space Education Supervisor for the Aeronautics Division, flew a portion of the students in the Division's four-place red, white and blue Cessna R172E (T-41B). Bill Tubbs, operator of Hamilton Aviation, at the airport there, flew the balance of the enthusiastic youngsters in a Cessna six-place 206.

Sam Griggs delivered a professional "walk-around" for each group just prior to take-off; explained the essential features of a modern aircraft; explained how an airplane flies; functions of the aerodynamic and cockpit controls; the capabilities of the craft; instrumentation; use of radios; defined an emergency locator transmitter and pointed out its position in the plane; and briefly described the ensuing trip. Since the day itself was perfect for flying, the young people came away from the experience with colorful and enthusiastic impressions.

Marty Litvin said that after the group flight, the class would re-assemble at the school's rocket range and fire the rockets they had built.

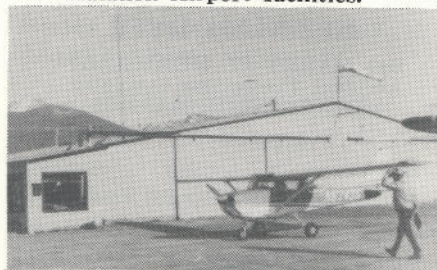
These were the events climaxing a study unit of Astronomy, Rocketry, and Aviation.

According to Litvin, the group flight was an exciting and important experience for the kids, most of whom had never ridden in an airplane; and it made an exceptional adjunct to classroom work.

Marty Litvin has taught at the Corvallis school for ten years. His interest in aviation was sparked, no doubt, by nine years of work with the Forest Service, which included a long stint of smoke jumping. Litvin came to Montana and Corvallis after graduation from a University in Colorado. He is proud of his charges and his school, and expresses appreciation for the cooperation he has gotten from Principal Robert Olson, Corvallis 7-8; Superintendent James L. Kimmet, an active pilot; his teacher colleagues and from the Montana Aeronautics Division. He has made good and steady use of the Montana Aeronautics Division film library. Marty, with a wife and two grandchildren of his own, likes the way things are in the Hamilton Valley.



Hamilton Airport facilities.



HAMILTON AVIATION

By: **KERMIT ANDERSON**

The especially nice Friday morning, May 21, provided Aeronautics people with a double value—that of meeting and flying 64 8th graders from Corvallis Jr. High School and getting better acquainted with Bill

Tubbs, owner and operator of Hamilton Aviation, Hamilton Airport. Bill assisted in the orientation flying done that morning for Marty Litvin's Astronomy, Rocketry, and Aviation class at the school.

The Hamilton Valley, site of the airport, gives visitors a sense of unusual beauty. Once on the ground, the impression remains. A series of new or almost new hangars on the field, a well-located tiedown area, small but neat operations office and shop, tie everything together appropriately.

Bill Tubbs took over Hamilton Aviation in March of 1975 from Bob Kline, and is assisted by his wife, Rita, an accomplished accountant and office manager in her own right. The couple has two little girls, ages three and five who add fun and games to the generous office area when their mother is posting ledgers, answering the phone or the unicom or paging the mechanic in the shop area. Mrs Tubbs estimated that some 40 planes are presently based at the Hamilton Airport.

A reasonably full line of services is offered: charter, flight instruction, rental, major airframe and powerplant repair, and 80/87 and 100/115 aviation fuel. Two part-time pilots are retained along with a full time mechanic and line boy. Bill is an FAA flight examiner.

Tubbs also holds a Forest Service flying contract for the Bitterroot forest. Somewhat in line with the last mentioned activity, Tubbs also promotes back-packing recreational trips into flight strips in the Selway-Bitterroot Wilderness area. This is proving to be of ever-greater interest to dedicated backpackers: fly into the country and have a memorable and fun-filled time hiking out.

Bill worked for Johnson Flying Service in Missoula for a period of years before taking over at Hamilton Aviation. His wife gained valuable experience in the accounting division of the Montana Department of Highways, Helena, prior to the advent of the family F.B.O. venture.

MACHO vs. SAFETY

By: DALE UPPINGHOUSE
Accident Prevention Specialist
RM-GADO-1, Billings, Montana

Many pilots are interviewed in hospitals following accidents. Most are ill at ease in the presence of the aviation accident investigator. Quite often it was a foolish act that caused the accident. Often the victim spins a tale of airpockets and dead air. The newspapers and TV may use his story but the investigator is a professional pilot and his findings often reveal the accident was the result of the individual's desire to achieve manhood. The worse the damage to the airplane, the more Macho the pilot.

This business of Macho is not limited to Latin males. In a small western town, a boy feels he has gained recognition when he has wrecked a pickup on Saturday night. Baseball players refused to use gloves for 53 years. Broken hands and fingers meant they were men, not sissies.

The writer turned off the TV last night when the captain of the 707 skipped the check list and told a stewardess to "Go back and hang on—here we go." We actually do pattern ourselves in these "heroic" molds by observing others.

Ladies, please help us reduce these dangerous and often fatal airplane accidents. Let your men know they don't have to do something foolish with an airplane to be a hero in your eyes.

Must it remain Macho versus Safety?



Tim Laib and Vernon Moody, Aviation Representative, Aeronautics Division in front of Cessna 172.



CALENDAR

June 24-26—Sheriffs and Peace Officers Association, Dillon.

July 3—Livingston Rodeo and Fly-In, Livingston.

July 10—Wolf Point Wild Horse Stampede and Fly-in.

July 16—Board of Aeronautics Meeting, West Yellowstone.

July 17—Schaefer Meadows Fly-in Farmer Fly-in.

July 25—Big Sky Airport, Fly-In and Buffalo Barbeque, Ennis.

August 1-6—International Flying Farmers Convention, Saskatoon, Saskatchewan, Canada.

August 6-8—Fall Fly-In and Air Show, Glasgow.

August 22—Air Show, Hardin.

August 24-26—Inter'l. Northwest Aviation Council, Edmonton, Alberta, Canada.

September 9-12—National Association of Search and Rescue Coordinators, Cheyenne, Wyoming.

September 11-12—Vredenburg Fly-In, Fortine.

September 24—Board of Aeronautics Meeting, Helena.

October 1-3—Montana Flying Farmer Convention, Yogo Inn, Lewistown.

THE BALLAD OF HEZIKIAH DYER

By: HARRY W. DEMMERLY
Accident Prevention Specialist
RM-GADO-5, Helena FAA

Hezikiah Dyer, that most careless flyer,
That hapless and ignorant knave,
Would put a plane through its paces,
that ace of all aces,
He was just stupid not brave.

He strolled out to his plane, his manner urbane,
And proceeded to walk all around.
The cowling was banging and the fabric was hanging
All the way down to the ground.

"I'll go fly 'er," said Hezikiah Dyer;
I know it's full of fuel and oil.
There's plenty of gas to get through
the pass

To see my Jenny O'Doyle.

Jenny was the chick, who lived by the crick,
And Hez was her favorite man.
He was handsome and bold, but would never grow old,
Because he just didn't plan.

So, he ran out of gas, half way through the pass;
The engine did cough and did wheeze.

The gauges said full, but that was all bull

And Hez ended up in the trees.

The moral, my friend, is an untimely end

That waits both for you and for me.
If in our haste, a preflight we waste,
We'll end up like Hezikiah D.



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Byron E. Ophus, Malta
Walter Anderson, Ekalaka
Kenneth R. Inabnit, Ledger
Logan A. Ostrom, Kalispell
Mark A. Brady, Hamilton
Calvin C. Spencer, Billings
Stephen C. Elliott, Billings
John F. Anderson, Whitefish

PRIVATE

Victor J. Donovan, Larslan
James M. White, Miles City
William T. Stewart, Miles City
Dennis A. Pluhar, Rock Springs

PRIVATE (Continued)

Theodore F. Freers, Billings
 James A. McCann, Wolf Point
 Jerald E. Tillman, Bloomfield
 Timothy K. Johnson, Roundup
 George D. Bryan, Poplar
 Maurice M. Sandmeyer, Sidney
 Raul Bourgeois, Gravelbourg, Sask.
 Leslie F. Rudolph, Billings
 Michael T. Riley, Glasgow
 Robert A. Stumvoll, Glasgow
 Christine K. Wesen, Glasgow
 Arden E. Evanger, Missoula
 Kurtis J. Smith, Fairbanks, AK
 Theodore R. Olszewski, Hogeland
 Mary A. Olszewski, Hogeland
 Edward N. Bauer, Wolf Point
 James P. Elbert, Anaconda
 David E. Wagner, Butte
 Minter J. Rowe, Butte
 Timothy E. Clavin, Helena
 Glenn A. Ophus, Big Sandy
 Robert G. Duntsch, Bozeman
 James T. Butters, Helena
 Leonard H. Patton, Helena
 Allan C. Engstrom, Nashua
 Leneus H. Erickson, Turner
 Clarence E. Overby, Havre
 Clifford A. Nelson, Browning
 Douglas A. MacDougall, Medicine
 Hat, Alberta
 Dolores R. Walker, Bozeman
 Dale Sonstelie, Kalispell
 Dennis J. Gliko, Belt
 Storme C. Christopherson, Havre
 Philippe deChambrier, Bozeman
 Leo J. Keeler, Dillon
 Daniel L. Sturdevant, Helena
 Jeffrey C. Tachenko, Grassy Butte,
 N.D.
 Paul J. Stokes, Kalispell
 Donald L. Martinson, Havre
 James A. Basta, Savage
 Jack L. Exley, Jr., Absarokee
 William W. Mackin, Billings
 Terrence A. Cherney, Nashua
 Donald G. Johnson, Glasgow
 Loyd P. Haffey, Ft. St. John, Canada
 Leroy M. Vannett, Culbertson
 Ambrey G. Gartner, Broadus
 Rodney A. Williams, Lambert
 Richard F. Althaus, Missoula
 Merl F. Raisbeck, Missoula
 Donald L. Becker, Fairfield
 Nancy H. Brandvold, Choteau
 Michael B. Wornath, Missoula
 Billie J. Siderius, Kalispell

Robert E. Windom, Libby
 Richard C. Brockbank, Helena
 Robert C. Pearson, Bozeman
 Robert M. Holter, Bozeman
 Ernest A. Bergsagel, Malta
 William R. Burke, Missoula
 Russell J. Luoma, Great Falls
 Larry W. Berghuis, Great Falls
 Lawrence J. Robinson, Great Falls
 Kelly D. Steen, Baker
 Wilbur R. Fultz, Fort Benton
 Terry L. Parker, Big Fork
 Herbert J. Luoma, Red Lodge
 Melvin E. Johnson, Hamilton
 Eddie L. Breum, Havre
 Mark C. Seery, Missoula
 Marilyn D. Winship, Missoula
 Darell L. Stott, Choteau
 Jerry W. Thorson, Joplin
 Ernest A. Turner, Anaconda
 Clifford D. Lincoln, Bozeman (Glider)

COMMERCIAL

Dorothy Albright, Roundup
 Terry D. Wickland, Roundup
 Carolyn V. Williams, Broadus
 Vernon J. Schmidt, Billings
 James D. Paulson, Scobey
 Martin V. Lau, Missoula
 Marshall J. Jones, Billings
 Chad W. Purinton, Red Lodge
 Richard P. Rodgers, Longmont, CO
 Jimmy L. McFadden, Missoula
 William K. Martin, Hardin (Glider)
 Neal M. Johnson, Power
 Joe N. Owen, Geraldine
 James R. Parnell, Lakeside
 Donald L. Wilson, Glasgow
 Remington Walker, Regina, Canada
 Thomas A. Barrow, Billings
 (Balloon)
 Merton J. Attwood, Jr., Great Falls
 Daniel T. French, Hobson

MULTI-ENGINE RATING

Earl L. Norcutt, Jr., Havre
 Lorange C. Tucker, Billings
 Thomas O. Markle, Glasgow
 Dennis L. White, Miles City
 Larry D. Smith, Whitefish
 Robert W. Walter, Missoula
 Raymond G. Sanders, Kalispell
 Alton W. Cottrell, Butte
 Wayne E. Wick, Lambert
 Eugene D. Wehrman, Billings

INSTRUMENT RATING

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Randal A. Popiel, Glendive
 Paul A. Ricci, Missoula
 Ricky L. Pedersteun, Prairie Farm, WI
 John K. Smith, Fargo, ND
 William F. Abel, Missoula
 Harold L. Graf, Fairfield
 Daniel K. White, Hamilton
 Robert H. Hamlin, Billings
 Robert P. Stordahl, Glasgow
 Arthur R. Godfrey, Bozeman
 Arlie R. Long, Helena
 William J. Morris, Missoula
 Robert W. Walter, Missoula
 Kerry N. David, Great Falls
 Ronald A. Rudnick, Missoula
 Rolland E. Dibble, Billings
 Michael E. Walsh, Billings
 Charles T. Trower, Scobey

FLIGHT INSTRUCTOR

David E. Gans, Lewistown
 Irving W. Muir, Billings
 Norman M. Sonju, Shelby
 James L. Thomas, Kalispell (Glider)
 Gary L. Herem, Red Lodge (Reinstate)
 William Gary, Jr., Sheridan, WY

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 Jeffrey G. Butcher, Missoula (AGI)
 Leslie L. Haight, Billings (BGI)
 Dennis R. Skovgaard, Billings (AGI,
 IGI)
 William R. Burke, Missoula (AGI)
 Martin V. Lau, Missoula (AGI)
 Michael G. Rafferty, Missoula (AGI)

AIRLINE TRANSPORT PILOT

Douglas J. Hanson, Polson
 Fredrick M. Hetrick, Whittier, CA
 (DC-3)

AIRFRAME MECHANIC

Rodney L. Aukshun, Billings
 Chad W. Purinton, Red Lodge

MECHANIC

Arthur H. Whitmore, Billings (PM)
 Guy D. Jensen, Dagmar (AM, PM)
 Leonard H. Patton, Helena (AM, PM)

REPAIRMAN—RADIO

Kenneth A. Clark, Grassrange

INSTRUMENT REPAIRMAN

David A. Anderson, Glasgow

PARACHUTE RIGGER

Gregory W. Anderson, Bozeman
 (SPR, B & C)
 William E. Meadows, Trout Creek

NTSB SAFETY FIGURES

The National Transportation Safety Board released its preliminary summary of U. S. civil aviation safety statistics for 1975.

The Safety Board reported that for 1975 U. S. air carriers compiled the best accident safety record in recent history, with only 42 total accidents, 3 fatal accidents and 124 fatalities. The 42 total and 3 fatal accidents were the lowest numbers recorded in the 27 year period, 1949-1975.

The 1975 safety record of general aviation operations—all non-air carrier flying—also “improved” over 1974 with a decrease in fatal accidents and a decrease in fatalities, although the total number of accidents increased.

In summarizing the 1975 U. S. Civil aviation statistics, Safety Board Acting Chairman John H. Reed pointed out, that as in previous years, the Board's records are compiled and presented in two separate categories: (1) “air carrier operations” and (2) “general aviation operations”.

In U. S. general aviation in 1975 there were 4,575 total accidents compared to 4,425 in 1974, the second year in a row that total accidents increased. At the same time, however, fatal accidents decreased from 729 in 1974 to 662 in 1975. Fatalities also decreased from 1,438 in 1974 to 1,324 in 1975.

Ratewise, the total accident rate per 100,000 aircraft hours flown increased slightly from 13.6 in 1974 to

13.9 in 1975. At the same time, the fatal accident rate per 100,000 aircraft hours flown decreased from 2.24 in 1974 to 2.01 in 1975; the lowest recorded fatal accident rate for general aviation as far back as 1946.

PILOT AIDS

Montana Aeronautical Chart..	\$2.00
Montana Airport Directory:	
Loose leaf binder.....	\$1.00
Insert.....	\$1.00
Subscription—	
Monthly newsletter.....	\$1.50

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